SHIPS' SAFETY BULLETIN

Prepared by Naval Safety Center
RAdm. David Architzel, Commander
Steve Scudder, Editor
(757) 444-3520 Ext. 7115 (DSN 564)
E-mail: sscudder@safetycenter.navy.mil
Homepage:
http://www.safetycenter.navy.mil
Fred Klinkenberger, **Writer**
HMCS(SS) Brett A. Darnell, **Layout**

July - September 2001

Suggested routing should include CO, XO, department heads, division officers, CMC, CPO mess, petty officers' lounge, work-center supervisors, and crew's mess.
Blanks provided for initials following review:

Flammable and Combustible Material Cabinet

By HMCS(AW/FMF) Mark Sanders, Naval Safety Center

Flammable and combustible material storage cabinets will fail inspection if they are not NAVSEA-approved. NSTM 670, *Flammable and Combustible Materials Cabinets,* contains a lot of valuable information you can use including a list of NAVSEA-approved cabinets (Table 670-4.1). The results of recent safety surveys reveal flammable material cabinets often are overlooked and misused. One example is doors that do not close automatically - sometimes the self-closing device is missing, sometimes the cabinet never had one. Sailors often ask, “What’s the big deal with the doors closing automatically, if we can close them manually?”

It’s simple: all flammable materials cabinets for shipboard use must have self-closing doors as a fire safety precaution. Meanwhile, if your cabinet was manufactured without the self-closing (hydraulic) doors, it’s not authorized for use afloat. Flammable storage cabinets must be Grade B shock mounted, that is, welded to the deck as per MIL-S-901 so the cabinets won’t become missile hazards during an explosion. Cabinets must be yellow, stand off from bulkheads at least six inches, and have eighteen inches clearance from hot surfaces, such as machinery or piping. Last but not least, you must have an 18-pound, PKP dry-chemical extinguisher near the cabinet.

After taking a look at your cabinet from the outside, open it and review its contents. During surveys, we find them with oxidizers, such as OBA canisters, mixed in with petroleum-based materials, solvents, adhesives and epoxies. These combinations of flammable and combustible materials can produce a violent reaction or generate toxic and flammable gasses. Don't store oxidizers or acids in the cabinet. You should also review paragraph C2306, "Flammable and Combustible Material," in OPNAVINST 5100.19D, NavOSH Program Manual for Forces Afloat. Refer to the Incompatible Materials Chart in Appendix C23-F, for more detailed, information.

NavSafeCen Point of Contact:
HMCS (AW/FMF) M.A Sanders (Code345A)
(757) 444-3520, Ext: 7124 (DSN 564)
E-mail: msanders@safetycenter.navy.mil

Is Your Halon System's CO_2 Actuator Ready?

By DCC(SW) James Cash, Naval Safety Center

During several recent safety surveys, serious problems have been noted with ships' halon CO_2 actuator systems.

The CO_2 actuator is one of the most important items of the halon system. If the actuator system fails, halon will not discharge. Maintenance personnel regularly should inspect the five-pound, actuator-discharge fittings for tightness. Pay particular attention to the quarter-inch discharge hose. Once the fitting has

been tightened, gently shake the hose to ensure the inner grommet has seated to the actuator.

Following are other items to check.

- Be sure filter arrows face the right direction.
- Ensure all O-rings are in place before tightening the fittings.
- Check bypass-valve handles for tightness.
- Be sure all available lights are illuminated.

NavSafeCen Point of Contact:
DCC(SW) James Cash
(757) 444-3520, Ext. 7114 (DSN 564)
E-mail: jcash@safetycenter.navy.mil

Are You Using Authorized Fuse Pullers?

By EMCS(SW) Keith Churchman, Naval Safety Center

If you're still using the pair shown in the following photo, the answer to that question is "no."

The only authorized fuse pullers, as referenced in NSTM 300 Rev. 5, *Electric Plant-General*, are:

Puller-Fuse Size 1 0.25" to 0.5" Diameter fuse
9Q 5120-00-224-9453
Puller-Fuse Size 2 0.35" to 1" Diameter fuse
9Q 5120-00-224-9456
Puller-Fuse Size 3 1.4" to 2.5" Diameter fuse
9Q 5120-00-243-2776

NavSafeCen Point of Contact:
EMCS(SW) K. Churchman (Code 341E)
(757) 444-3520, Ext. 7110 (DSN 564)
E-mail: kchurchman@safetycenter.navy.mil

Are Your Fixed, CO2 Fire Fighting System Tag-out Procedures Correct?

By GSCS(SW) John Davis, Naval Safety Center

Three of the last five gas-turbine ships surveyed have had significant tag-out problems. Are you aware all Spruance-class destroyers and Ticonderoga-class cruisers must follow DD-03-93R1 and CG-10-93, respectively, when tagging out the GTM and GTG module fixed CO_2 firefighting systems? The advisories clarify CO_2 isolation safety tag-out procedures for personnel entering GTG and GTM modules. They also establish the baseline configuration for gas-turbine module, fixed-flooding systems. You may be thinking, "Everybody knows that." In reality, everybody doesn't, and some of the CO_2 systems are tagged out incorrectly.

Be sure your module fixed-CO_2 fire-fighting tag-out procedures comply with established procedures. Below is a review of the system tag-out requirements.

- Do you have class advisory 03-93R1 or 10-93? It, and all class advisories, are on the Naval Sea Systems Command Sailor-to-Engineer fleet-support, password-protected Web page at https://help.phdnswc.navy.mil.
- You must tag out the system according to the class advisories and Tag-out User's Manual (S0400-AD-URM-010/TUM).
- Be sure only qualified 3M maintenance personnel tag out the system and are familiar with it.

Find the appropriate class advisory and browse through it. Take a walk through your spaces and make sure you comply. It takes just a few minutes, and by doing so we make sure all our Sailors around that system are safe.

NavSafeCen Point of Contact:
GSCS(SW) J. Davis (Code 341G)
(757) 444-3520, Ext. 7114 (DSN 564)
E-mail: jdavis@safetycenter.navy.mil

Question: Where does it say that plastic trash cans are not authorized on surface ships?
Answer: Paragraph 670-1.4.2(h) of NSTM 670, *Stowage, Handling and Disposal of Hazardous General Use Consumables.*

Hey, That's Classified!

By EMCS(SW) Keith Churchman,
Naval Safety Center

The Navy has classifications for everything, even miscellaneous electrical equipment. This type of equipment includes portable electrical devices having an attached cord, as well as those that are hand-held or are frequently handled while being operated and while being plugged into an electrical power source. Typical examples are drills, grinders, sanders, buffers, vacuum cleaners, and drop lights.

Mobile, defined as a unit that is not hard-wired, can be moved, but normally is stationary during use. This category includes items that are fixed in place to prevent movement. Examples are adding machines, copiers, typewriters, toasters, welding machines, TVs, and juice dispensers.

Now that we have defined and listed some examples of portable and mobile electrical equipment, we can determine the correct PMS periodicity for the equipment. MRC Q-1R applies to portable electrical tools and devices with a three-prong plug. MRC Q-2R applies to portable electrical equipment with a two-prong plug and permanently marked "double insulated" or that have been tagged or marked by the electrical safety officer as meeting the approval criteria in Section 1 of NSTM 300 Rev. 5, *Electric Plant-General,*. MRC R-5 applies to mobile electrical equipment that is equipped with three or four-prong plugs. MRC R-6 applies to mobile electrical equipment that is equipped with two-prong plugs.

For your electrical safety program to function as intended, use MIP 3000; Chapters B7 and C9 of OpNavInst 5100.19D, NAVOSH Program Manual for Forces Afloat; and NSTM 300 Rev. 5, *Electric Plant-General*, to establish and administer the program on the deckplate level. To ensure a successful program, electrical equipment must be classified properly and EGLs must be updated to reflect that safety checks are being done at the prescribed periodicity.

Inspect all portable and mobile electrical equipment in your spaces to ensure it's being maintained properly. If any question arises with regard to installation, classification or maintenance of this type of electrical equipment, contact your electrical division.

NavSafeCen Point of Contact:
EMCS(SW) K. Churchman (Code 341E)
(757) 444-3520, Ext. 7110 (DSN 564)
E-mail: kchurchman@safetycenter.navy.mil

Shortcuts--Who's At Risk?

By GSCS(SW) John Davis,
Naval Safety Center

What would happen if a main-space, fire-extinguishing system became disabled without the knowledge of the engineer officer, engineering duty officer, or engineering officer of the watch? The entire crew would be at risk from a potential Class B fire without having access to the ship's first line of defense. Imagine a large portion of the ship's crew (including yourself) being involved in firefighting efforts. This would greatly affect the ability of the ship to complete its mission.

I am concerned about this problem because I have found ships doing maintenance on the damage-control system without notifying the chain of command or using the tag-out program. The first step in preventing a situation like this from becoming a mishap is to get permission to do the maintenance and to follow tag-out procedures. You also should read and make sure you understand the maintenance-requirement card (MRC). Here is what to look for:

***** Ensure personnel doing the tag out are 3M maintenance people who are qualified and familiar with the system they are tagging out.

***** First read the safety precautions on the MRC. If a tag out is required, don't take the shortcut.

***** Use the correct references for isolation of the system. Allow the authorizing officer to notify the chain of command that a damage-control system is being placed out of service. Once the tags are hung, ensure that an independent second-check is done. If the people go together, where are the checks and balances?

***** Don't be in a hurry to start the maintenance. Make sure the tag out is complete before starting disassembly. It may be your shipmate who is affected by your haste.

***** Finally, before you activate the system's alarm, let your shipmates know, so they can don hearing protection. Hearing is something you never can regain after it's lost.

You can find all these safety measures on the MRC, in OpNavInst 3120.32 (Standard Organization and Regulations of the U.S. Navy), or in OpNavInst 4790.4C (Ship's Maintenance Material Management (3-M) Manual).

NavSafeCen Point of Contact:
GSCS(SW) J. Davis (Code 341G)
(757) 444-3520, Ext. 7114 (DSN 564)
E-mail: jdavis@safetycenter.navy.mil

Relief Valves--Friend or Foe?

By GSCS(SW) John Davis,
Naval Safety Center

Relief valves are designed to protect piping systems and equipment from overpressure damage. These valves allow fluids to be discharged via discharge piping--commonly called tailpipes--to a safe area where there is no danger to people or equipment. Is the tailpipe for your relief-valve discharge installed, or is it missing?

"What's the big deal?" you ask.

Hopefully, nothing at all--until, that is, a medical emergency gets called away after someone slips and falls, a shipmate gets shocked, or GQ is called away for a flooding. All of these emergencies are possible when you have a relief valve in a space without a tailpipe or one that has been disconnected. You know the kind I'm talking about--the one that gives the impression of a massive leak when it lifts. If the tailpipe is missing, where's the safe area? The deck plates, angle iron, power panel, electric motor, or it even may be you.

Check your tailpipes and install the missing ones before you or a shipmate become another item in one of the afloat safety monthly mishap summary messages. For more information about tailpipes, refer to paragraph 505-9.17.3 of NSTM 505 Rev. 2, *Piping Systems*.

NavSafeCen Point of Contact:
GSCS(SW) J. Davis (Code 341G)
(757) 444-3520, Ext. 7114 (DSN 564)
E-mail: jdavis@safetycenter.navy.mil

Oil Spill Containment Kits Are Important!

By GSCS(SW) John Davis,
Naval Safety Center

Imagine hearing, “Cease all pumping!” on the 1MC, and when you go topside you see an oil spill? If you reached into the Mk II spill-containment-kit box, and found it empty, you'd suddenly feel frustrated and helpless. Your ship's ability to contain the spill would be greatly reduced until additional help arrives.

Such a scenario concerns me because during shipboard safety survey visits, I have found ships with spill containment kits which either have the wrong material or have nothing at all.

Do you know what’s in your oil spill containment kits -- in fact, do you even know where on the main deck your spill containment kits are located? Do you know how many kits your ship should have?

The answer to all three questions had better be a resounding "Yes!" because otherwise you could face a big problem if your ship is involved in an oil spill, or is asked to provide assistance to another ship.

To avoid being unprepared for a spill, get a copy of the Allowance Equipage List (AEL) 2-550024006. It determines the number of kits required for your ship. Then, find your spill kits and inventory the contents. Be sure all kits are complete, and follow the below guidelines.

- Keep the boxes away from open flames or areas where temperatures exceed 300 degrees. This is critical because sorbent sweeps in the kit are combustible and extremely flammable. They usually are wrapped in plastic, with four per kit. Additionally, the kit should contain four snap hooks and 50 feet of line. Basic instructions for using the kits includes:
- To deploy the sorbent sweeps, two small craft are recommended. When small craft are not available, ship's force should determine the best deployment means, based on the ship's location relating to the pier and other nearby ships and structures.
- Place the sweep down-current of the oil and slowly pull toward the body of oil. Finally, collect the oil- soaked sorbent in 55-gallon drums lined with plastic bags. Seal the drums and store for disposal ashore.
- For onboard oil spills, use the sorbent material to fabricate a barrier surrounding the oil. Use additional sorbent sweeps inside the containment area to absorb remaining oil. Containerize the oil soaked material in 55-gallon drums lined with plastic bags. Seal and store for disposal ashore.

Additional oil spill information is available in paragraph 593-3.6.6 of NSTM 593, *Pollution Control*; in OpNavInst. 5090.1B (with change 2), Environmental and Natural Resources Program Manual; and in Appendix B3-A of OpNavInst. 5100.19D, NavOSH Program Manual for Forces Afloat.

NavSafeCen Point of Contact:
GSCS (SW) J. Davis (Code341G)
(757) 444-3520, Ext. 7114 (DSN 564);
E-mail: jdavis@safetycenter.navy.mil

Question: Where could I find safety training videos to use for safety stand-downs?
Answer: Visit the web site for the Defense Automated Information System/Defense Instructional Technology Information System (DAVIS/DITIS) at:
http://dodimagery.afis.osd.mil

Are Your Piping System Designations and Markings Correct?

By CWO2 Jerry Erikson,
Naval Safety Center

I frequently ask this question during safety surveys because Sailors interpret pipe markings and basic colors differently. The best way to overcome pipe-marking problems is to follow guidelines in NSTM 505, *Piping Systems*. Section 505-7.8 of the NSTM describes piping system designations and their appropriate markings.

Marking piping systems having an outside diameter of two inches and larger requires one-inch letters. For piping systems smaller than two inches in diameter, you can reduce the stencil size as necessary, but lettering cannot be smaller than three-eighths of an inch high. Flow-direction arrows also are required on the piping. When pipe diameter is too small for stenciling, attach a wire label plate to the pipe -- these plates should be inscribed with the piping system name.

Piping systems designations and markings assist with training and troubleshooting, and they allow for quick pipe identification and proper system operation during casualty control.

NavSafeCen Point of Contact:
CWO2 Jerry Erickson (Code 342)
(757) 444-3520 Ext. 7113 (DSN 564)
E-mail: jerickson@safetycenter.navy.mil

Which Firefighting Gloves Do You Have?

By CWO2 Terry Fahringer,
USS Emory S Land (AS 39)

There is some confusion in the fleet about what firefighting gloves are authorized and how you can identify which gloves you have. Currently, six pairs of gloves are identified in one way or another as acceptable. We hope this article cuts through all the different references and gives you the lowdown on what you have and what you should have.

The Navy Clothing and Textile Research Facility (NCTRF) is the organization that tests all apparel and textiles for use in the Navy. They provide guidance to ComNavSeaSysCom on which products meet the Navy's needs. The points of contact at NCTRF on firefighting equipment are Mr. Harry Winer and Mrs. Richard Wojtaszek. The information in this article is based on phone conversations with Mr. Winer and the manufacturers, as well as ComNavSeaSysCom 050320Z May 1998 (NOTAL) that identified authorized firefighting gloves and how to procure them, and various AELs.

The No. 1 gloves for firefighting, according to NCTRF, is the Shelby "Steam Block," made by Shelby Specialty Gloves in Memphis, Tenn. This glove is royal blue in color, with a palm and thumb color of brownish tan. It has a "Steam-Block" emblem on the back in gold lettering. The model No. is 5229, and it comes in sizes extra small, small, medium, large, extra large, and jumbo.

Shelby made another style glove that was discontinued when the "Steam Block" hit the street. It is the "Firewall," and it is one solid color of royal blue. It has an emblem on the back in gold lettering that reads "Shelby Firewall." Its model No. is 5281, and the NSN assigned is 8415-01-421-1368/71/73/75/76 for sizes small, medium, large, extra large, and jumbo, respectively. Both of the gloves from Shelby are currently authorized for use by shipboard firefighters. Shelby's phone number is (800) 888-3598.

The next glove currently authorized is made by Tempo Gloves Manufacturing Co. in Milwaukee, Wisc. It is identified as "Tempo Pro" and is a solid light blue in color, with a white knit, wool liner in which you can see green nitrile fibers. The sizes available are small, medium, large, extra large, and jumbo. The phone number for Tempo is (414) 344-1100.

Lion Apparel Co. in Dayton, Ohio, makes the next glove currently authorized. They identify it as the GL800, not G1008 like previous correspondence listed. It is green, with a Lion Apparel logo (a lion head) on the back of the glove. The sizes available are small, medium, large, and extra large. Lion Apparel's phone number is (800) 421-2926.

Morning Pride Manufacturing Co. in Dayton, Ohio, makes the next glove currently authorized. They identify it as LWG-N. The blue leather glove has the Morning Pride logo and name on the back, and it also has a four-inch Nomex™ wristlet. The sizes available are small, medium, large, extra large, double-extra large, and triple-extra large (jumbo). The phone number for the company is (937) 454-4925.

The Morning Pride gloves are the last ones listed as acceptable to use until damaged or worn out. They are identified by NSNs 8415-01-296-5764 to 68, and are mentioned in note 2 on the A-4 OBA accessories AEL (2-930093006) and the firefighting ensemble AELs (2-930094085 through 87). These gloves are a leather cowhide material and are a natural color. They are not authorized for procurement.

You may have noted that I kept using "currently authorized" in this article. I used that term because NCTRF is trying to change the list of authorized gloves

to include only the "Steam Block" gloves made by Shelby. These gloves are far superior to all the others, and the price is reasonable. NCTRF is working with the Defense Logistics Agency in Philadelphia to assign NSNs for these gloves. Once the NSNs are assigned, they will coordinate with NavSea to change the necessary AELs to reflect the authorized gloves.

You can purchase the gloves listed in this article directly from the manufacturers, through the supply system (if NSNs are assigned), or through the prime vendor in your area. If you are ordering a small quantity, and the cost does not exceed the limit on the government credit card, then it is best to order directly from the manufacturer or the supply system. If you need to order a large quantity, even if they have an NSN assigned, you may want to go through the prime vendor for your area since they offer large-quantity discounts--something you'll not get when using the supply system. The prime vendors do not have a dollar limit on orders.

NavSafeCen Point of Contact:
MMCM(SS) J. Mosholder (Code 382D)
(757) 444-3520, Ext. 7099 (DSN 564)
E-mail: jmosholder@safetycenter.navy.mil

Fire! Fire! Fire!

By CWO2 Jerry Erikson,
Naval Safety Center

When these ear-piercing words are heard on the ship's 1MC, they drive fear into the hearts of Sailors. Too frequently, you hear, "Fire!" during a yard period or a restricted availability.

No command wants such 1MC announcements to become commonplace to the daily routine, but without an aggressive fire prevention program, "Fire!" could become all too familiar. A "hidden" fire in an uninhabited space, or a fire not quickly brought under control, can be devastating and result in serious injuries and cost millions of dollars.

It is paramount that, aboard ships undergoing overhaul or repair involving hot work, the crew adheres to guidelines outlined in Section 1 of NSTM 074V1, *Welding And Allied Processes*. Applying the NSTM-indicated measures will significantly decrease the risk of a shipboard fire.

Section 074-10.8.1.1,"Hot Work by Private Shipyards," of NSTM 074V1 spells out references to follow during a ship's overhaul. While acknowledging the NSTM provisions cannot be contractually imposed on a commercial activity performing the overhaul, the NSTM places overall responsibility for shipboard safety on the commanding officer, who is bound by regulation to make sure the crew carries out necessary and adequate safety precautions.

All hands' involvement in practicing fire safety goes a long way in helping the ship's fire marshal with controlling hot work. Every crew member bears the responsibility of immediately reporting any abnormal hot-work situation: when you see a potential fire hazard in a hot-work space, stop the work -- if possible -- and immediately summon the fire marshal or representative.

Remember, prevention goes a long way in avoiding a shipboard conflagration, and it provides insurance for safety for you and your shipmates.

NavSafeCen Point of Contact:
CWO2 J. Erickson (Code 342),
(757) 444-3520 Ext. 7113 (DSN 564)
E-mail jerickson@safetycenter.navy.mil

Radar Swing Surfing

By ETCS(SS) Michael Feuerlein,
Naval Safety Center

Picture this: Three Sailors are doing maintenance on a frigate's SPS radar. All three are on a platform that surrounds the AN/SPS-55 radar, and they're wearing safety harnesses. The maintenance they're doing involves synchros. Each time they make an adjustment, the radar moves from 10 to 40 degrees in either direction. They have to duck because the bottom of the radar is at neck level.

Sounds dangerous, huh? I thought so, too. As I watched the scene unfold before me, I moved closer to get a better look and was shocked to see the Sailors weren't just ducking the radar between adjustments. They also weren't latched in; their safety-harness lanyards were draped around their necks.

I told the ship's OOD about the problem, and he stopped the work. When I questioned the Sailors about what they were doing, they replied, "It's too hard to maneuver around the radar with your harness latched to the platform." A training session followed, and the Sailors learned about all the dangers of working aloft.

Anytime people work aloft, they should follow the guidance in OpNavInst 5100.19D, as well their ship's instructions.

If the Sailors in this case had applied operational risk management, they would not have taken a chance of falling by not securing themselves. If they had identified the hazard, assessed it, made risk decisions, implemented controls, and supervised their task for change and effectiveness of the controls, they would not have put themselves in harm's way. If even one of the Sailors had not ducked in time that day, we could have

lost a shipmate. And why even put on a harness if you're only going to put the lanyard around your neck? Until you attach the lanyard to something fixed that can hold your weight, your life is at stake.

NavSafeCen Point of Contact:
ETCS(SS) M. Feuerlein (Code 314)
(757) 444-3520, Ext. 7109 (DSN 564)
E-mail: mfeuerlein@safetycenter.navy.mil

I'm Not Going To Fall

By ETCS(SS) Michael Feuerlein,
Naval Safety Center

A shipmate was doing some painting forward of the helicopter-control booth aboard a frigate. To get a better angle on a spot, he took his paintbrush and cup of paint, stepped onto the top of the booth, and resumed painting, with his back to the flight deck.

This motivated Sailor meant well, but he neglected to put on a safety harness or any other PPE before stepping outside the safety line. The control booth, located about 30 feet above the flight deck, is only big enough for one person to stand on. I happened to walk by and see the Sailor's heels above me. I carefully got his attention, then asked what he was doing.

"I'm painting, senior chief. Why, did I miss a spot?"

I then asked, "What if you fell?"

He responded, "I'm not going to fall."

I stopped him, held training, then informed the Sailor's chief. I had resolved this situation before someone got hurt or killed, but it never should have happened. The guidance in OpNavInst 5100.19D and the ship's instructions is specific about the procedures for working aloft.

In this case, the use of operational risk management would have made a difference whether the shipmate went outside the safety lines without wearing a harness. If he had identified the hazard, assessed the hazard, made risk decisions, implemented controls, and supervised the task for change and effectiveness of the controls, he would not have put himself in this potentially life-threatening situation.

Losing a shipmate over a rust spot is just not worth it. Let's think about what we're doing before we act and always follow the prescribed procedures.

NavSafeCen Point of Contact:
ETC(SS) M. Feuerlein (Code 314)
(757) 444-3520, Ext. 7605 (DSN 564)
E-mail: mfeuerlein@safetycenter.navy.mil

Are Your Wire Rope Clips Installed Correctly?

(Correction)

By LCDR Michael White,
Naval Safety Center

We have discovered during recent safety surveys the use of wire rope clips has not been according to NSTM 613 Rev. 3, *Wire and Fiber Rope and Rigging*. All hands should examine deck equipment and hardware to make sure wire rope clips used comply with section 613-1.11.5.1, "Installation." Figure 613-1-23 illustrates the correct way to attach clips. Place all the U-bolts on the short, or dead end of the rope. This protects the live, or stress-bearing

Table 613-1-5. MINIMUM NUMBER OF CLIPS REQUIRED

	Short Splice		Long Splice
Rope Diameter (inches)	All 6 x 7 Ropes; All Ropes with Independent Wire Rope Centers	All 6 x 19 and 6 x 37 Rope	Proper Torque To Be Applied To Nuts Of Clips [ft/lb (Dry)]
3/8	4	3	45
1/2	4	3	65
5/8	4	3	95
3/4	5	4	130
7/8	5	4	225
1	6	5	225
1-1/8	6	5	225
1-1/4	7	6	360
1-3/8	7	6	360
1-1/2	8	7	360
1-3/4	8	7	590

end of the rope against crushing and abuse. The flat bearing seat and extended prongs of the body protect the rope and always are placed against the live end. HENCE, "Never saddle a dead horse." The following illustration shows proper wire rope clip attachments. Only, the top wire-rope-clip attachment is correct.

NavSafeCen Point of Contact:
LCDR Mike White (Code 343),
(757) 444-3520, Ext. 7116 (DSN 564);
E-mail: mwhite@safetycenter.navy.mil

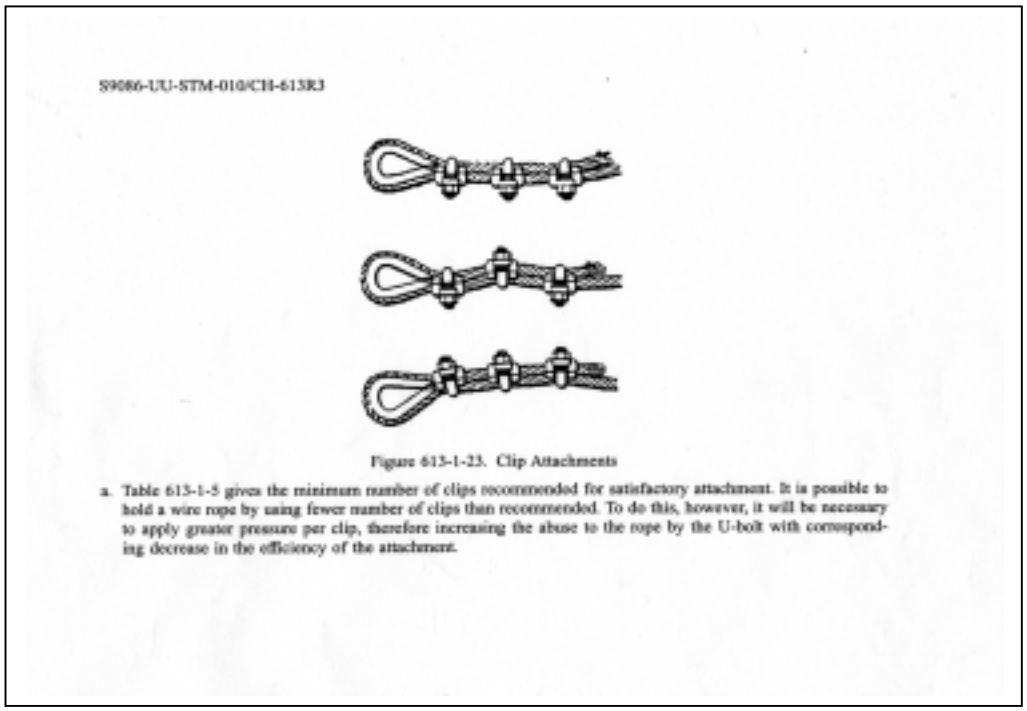

Figure 613-1-23. Clip Attachments

a. Table 613-1-5 gives the minimum number of clips recommended for satisfactory attachment. It is possible to hold a wire rope by using fewer number of clips than recommended. To do this, however, it will be necessary to apply greater pressure per clip, therefore increasing the abuse to the rope by the U-bolt with corresponding decrease in the efficiency of the attachment.

E-mail Addresses for Safety Officers

To better utilize existing e-mail capabilities, we are building an e-mail address list of ships' safety officers. We use the list to supplement naval messages. For example, we send an e-mail message to the ships' safety officers alerting them to the DTG of an afloat safety advisory or other messages of interest to the afloat safety community so the safety officers can start looking for the message in the communications system.

For example, in August, we sent e-mail messages to ships' safety officers alerting them to the DTGs of the following messages:

Afloat Safety Digest For July 2001

Afloat Safety Monthly Mishap Summary For July 2001

Shipyard Fire Lessons Learned

Afloat Safety Advisory 08-01, Possibly Defective OBA Canisters

If your safety officer isn't receiving our e-mail messages, we don't have the e-mail address or the one we have is incorrect.

Ships using a standard e-mail address for the safety officer (e.g., "safety" or "safetyo" @ "domain".navy.mil) have successfully maintained continuity as safety officers rotate. During the relieving process, the new safety officer changes the password and has access to the previous e-mail. If your safety officer wants to be on our list, please have him or her send an e-mail message to:

sscudder@safetycenter.navy.mil

COMNAVSURFPAC 151516Z AUG 2001 (NOTAL) directed "NAVSURFPAC" commands to create the following standard e-mail address alias for the safety officer: safety@commanddomain.navy.mil

NavSafeCen Point of Contact:
Steve Scudder (Code 39)
(757) 444-3520, Ext. 7115 (DSN 564);
E-mail: sscudder@safetycenter.navy.mil